# PALMETTO AVIATION

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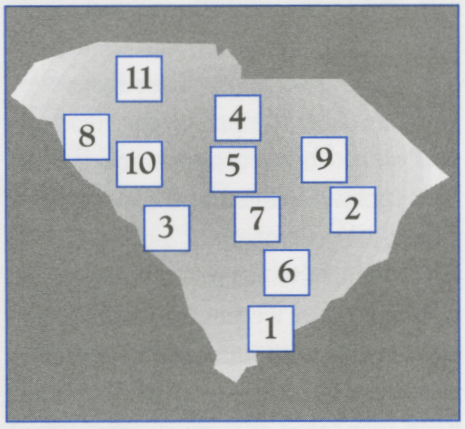
## Funding For Improvements Approved At Eleven South Carolina Airports

Eleven South Carolina airports have been approved funding for improvement projects. The following airports have been notified of a tentative allocation for airport improvement projects, according to the S.C. Division of Aeronautics.




**1. Walterboro Municipal Airport:** $52,550 for an airport layout plan and to clear trees in runway approach,

**2. Lake City Community Hospital:** $11,000 to construct a helipad,

**3. Saluda County Airport:** $6,290 to construct drainage pipe and fill on north end of runway 19,

**4. Lancaster County Airport:** $47,771 for an environmental study for possible extension of parallel taxiway,

**5. Woodward Field Airport:** $15,000 for rehabilitation (crack sealing) of runway 6/24,

**6. St. George Municipal Airport:** $1,000 for a lighted windsock;

**7. Sumter County Airport:** $13,000 for an omni-directional approach lighting system (ODAL),

**8. Donaldson Center Airport:** $9,250 for lighted distance-to-go markers,

**9. Darlington County Airport:** $21,432 for an airport layout plan update,

**10. Laurens County Hospital:** $11,210 to construct a helipad, and

**11. Spartanburg Downtown Airport:** $32,500 for the installation of a AWOS II.

For more information contact Bill Walls, director of Airport Development, S.C. Division of Aeronautics.

## South Carolina Aviation Association Plans For 1995

The South Carolina Aviation Association (SCAA) began the year with 112 members and an increasing membership.

Membership is open to anyone associated in a business or corporation directly associated with aviation, or who has an interest in South Carolina's airports or aviation.

Plans for 1995 include developing a strategic plan which will define the Association's purpose and activities, assembling a membership benefits package, and publishing a quarterly newsletter. The 1995 Aviation conference has already been scheduled and will be held in Greenville, SC, in late October.

On the legislative front, the SCAA is working diligently to get legislative support and obtain passage of a bill in 1995 to fund aviation facilities through the use of designated aviation fuel tax money at the state level. Your help and support are needed for a successful outcome.

If you would like more information about the Aviation Association or have items of interest for the proposed newsletter, please contact Debbie Christian (803) 738-8002.

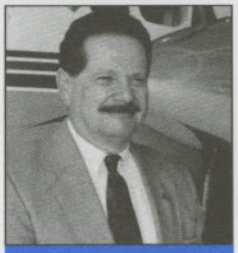
**Palmetto Aviation** *is an official publication of the South Carolina Department of Commerce, Division of Aeronautics. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of state, national and international trends in aviation. The Division of Aeronautics is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.*



*South Carolina Division of Aeronautics Offices are at Columbia Metropolitan Airport. Mailing Address: PO Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.*

## *From the Director's Desk:*
# *SC Aeronautics Sometimes Misunderstood*

During the two years I have had the opportunity to be the director of the South Carolina division of aeronautics, I have found in the general public and throughout state government, a total misconception or misunderstanding pertaining to the duties and responsibilities of the S.C. Division of Aeronautics. There seems to be, throughout the flying community, a great deal of knowledge and understanding pertaining to the duties and responsibilities of the FAA, but when we talk about the S.C. Division of Aeronautics, there seems to be a large gray area. Hopefully, in this column I can clear up some of that.


Joseph J. Saleeby

I think a large segment of the flying community is familiar with the part of our job in providing air transportation for the elected officials and the state agencies in fulfilling their duties and responsibilities, and that makes up about 20% of what we are required to do. The other 80% is far more reaching and is less understood.

Through the planning and development section, we are in some degree involved in maintenance, upkeep and overseeing all 72 airports throughout the state. We became involved in painting the numbers and different markers on runways. We mow grass at specific airports, not as cosmetic application, but to deter the nesting of birds which would create a hazard to aviation. We are involved in the planning and development of improvements at airports and inspect airports for safety and the required markings and lighting.

In some cases we even become involved in the maintenance of the lighting and such items as windsocks. I'm sure this doesn't surprise most of you that we are involved in this aspect, but it goes further than that. We are also responsible for the safety of aviation throughout the state. And while the FAA has a great deal of responsibility in that area, in some areas, primarily in the ground application and operation of private airports, private/private, private/public, or even public/public airports, the FAA does not get involved in the actual airport itself. That becomes our responsibility. As I said earlier, we inspect the airports, but more than that we are required to have knowledge of the airports, know who the individuals are, or who the owners of the airport are and to ensure that they have gone through the proper application process to obtain airspace and then to be acknowledged and added to the state's inventory of airports by approval of this agency. Our aeronautical chart we publish bi-yearly contains a great number of these airports, but there are some that have been inspected and approved by this agency that have not requested to be on the chart and we have omitted those.

Hopefully, this will help clear the air a little bit on some of the duties and responsibilities of the S.C. Division of Aeronautics.

Joseph J. Saleeby

# Spartanburg Approved For AWOS

Joint state and local efforts have resulted in a grant for the installation of an automated weather observation system at the Spartanburg Downtown Airport.

Bids will be received at the end of January for providing and installing the state of the art system. Construction time is estimated to be about three and a half months with certification expected before June 30.

When completed the system will provide accurate weather information that is updated every 60 seconds.

Access to the information will be available by telephone, through the National Weather Service or through a discreet frequency.

The installation of the AWOS was to be funded under a FAA/National Weather Service program but delays in funding and changes in equipment suppliers have all but ruled out a federal installation before 2007.

# FAA Aviation Safety Counselors

This past November, 22 volunteers met with Dick Hitt in Columbia in the terminal building at the airport. The purpose of the meeting was to renew the appointment of these volunteers as FAA Aviation Safety Counselors for another year. There was a mixture of flight instructors, examiners and ATC personnel from all corners of the state present.

The Aviation Safety Counselor (ASC) program is part of the FAA Flight Standards Service National Aviation Safety Program. This program endeavors to make aviation more safe by:

- improving communication and trust between the FAA and the aviation community
- presenting an opportunity to identify potential deficiencies in aircraft and flying skills that might otherwise go unnoticed.

Included in the program are the Wings (pilot proficiency awards) program and the Pace (Pilot and Aircraft Courtesy Evaluation) program. Also, the NASA Aviation Safety Reporting Program is part of this program. Call the FAA in Columbia to find out about these programs, or talk to your flight instructor. He may even be one of the Aviation Safety Counselors (ASCs).

The General Aviation (GA) fatality rate had dropped from 1,187 in 1982 to 812 in 1992 (last year for statistics), a 31.6 percent drop. This effort by the FAA and the flying community should be given credit for at least part of the improvement. Of course, when it comes to accidents and saving lives, it's never enough.

Unofficially, there has not been an accident involving a pilot who has taken part in the Wings program in South Carolina. There is going to be a combination of PACE Program and Weekend held at John's Island sometime in the spring. Airplanes will be available to rent, and flight instructors will give freely of their time to help pilots who participate to finish one phase of the Wings program.

Obtain AC 61-91F to find out about this program and AC 00-46C to find out about the NASA ASRS program. Also, once again, you can contact the FAA at (803) 765-5931 and talk to Dick Hitt to find out about these programs and about becoming a volunteer ASC.

*– Jim Anderson*

# AVIATION CALENDAR

## Breakfast Club Meetings:

*Feb. 19 – Owens Field*

*Feb. 26 – Myrtle Beach Jetport*

*March 19 – Aiken*

*April 2 – Bennettsville Marlboro County Airport*

*April 9 – Rock Hill*

*April 23 – Spartanburg Downtown Airport*

*April 30 – Dillon*

*May 14 – Summerville-Dorchester County*

*May 28 – Broxton Bridge*

*June 4 – Donaldson Center, Greenville Air Tech School*

*June 11 – Holly Hill*

*June 25 – Greenwood*

*July 9 – Davis Field, near Estil*

*July 23 – Alan Smoak Field, near St. Matthews*

# Chas. County Aviation Authority Changes

The Charleston County Aviation Authority recently announced changes to their Authority board and their police department.

Three new members of the Charleston County Aviation Authority recently appointed were D.L. Aydlette, M.D., Pete Carter and David L. Purcell. Their appointments are effective immediately.

The Authority is composed of ten members and each is appointed for a four year term which can be renewed. The Authority owns and operates the Charleston International Airport, Charleston Executive Airport and the East Cooper Airport.

In addition, the Authority selected Major William F. New, Jr., formerly of the North Charleston Police Department, to serve as Chief of the Charleston county Aviation Authority's Police department. Chief New began his duties Jan. 23.

Chief New began his career with the North Charleston Police Department in July 1974 as a patrolman with the Uniform Division and has held numerous positions with the department during the past 20 years. He is a graduate of Charleston Southern University.

As Chief of the Authority's Police Department, New will be responsible for all law enforcement on Authority property.

# Fewer General Aviation Accidents in '94

Preliminary statistics announced by the National Transportation Safety Board indicate the number of general aviation accidents in 1994 was the lowest since before World War II.

Total accidents in general aviation – non-airline, non-military flying for business, commercial, government, personal and training purposes – totaled 1,989 in 1994 compared to 2,042 in 1993 and 6,115 as recently as 1967.

The only year with fewer accidents was the year recordkeeping began in 1938, when there were 1,861 accidents. Total accidents in general aviation peaked at 9,253 in 1947.

Fatal accidents last year totaled 392 compared to 399 in 1993 and 729 just 20 years earlier. The 1994 fatal accident total was the lowest since 1956.

With flight hours estimated at 21 million in 1994 compared to 22.476 million in 1993, the fatal accident rate increased from 1.78 to 1.87 per 100,000 flight hours.

A statistical adjustment in the government estimates of hours flown results in the reduced number of accidents showing an increase in the aviation accident rates per 100,000 hours flown.

The preliminary 1993 NTSB accident rate of 1.67 announced in January 1994 had been based on an estimated 23 million hours.

The total 1994 accident rate for the reduced flight hour estimate was 9.47 per 100,000 hours compared to 9.09 in 1993.

"The government has cut its estimate of flight hours by 23 percent in 1991, which we find questionable," said Bruce Landsberg, executive director of the Air Safety Foundation. "It makes it difficult to compare safety to previous years."

But regardless of rates being affected by flight hour assumptions, the reality is accidents and fatal accidents are down. This is good news for all who fly in general aviation aircraft today, Landsberg said.

# Columbia Metro Begins Terminal Redevelopment

1995 promises to be a very busy and exciting year for Columbia Metropolitan Airport, with phase one of the terminal redevelopment project scheduled to begin by mid-January.

Phase one includes construction of the new concourse and connector which, upon completion, will feature moving sidewalks, integrated commuter gates, a food court, various concessions and a state-of-the-art energy efficient ice storage mechanical system.

The connector leading from the main terminal to the new concourse will be 280 feet long and will include moving sidewalks.

The new concourse will be built to allow for future expansion. Construction of phase one is expected to be completed within 18 months.

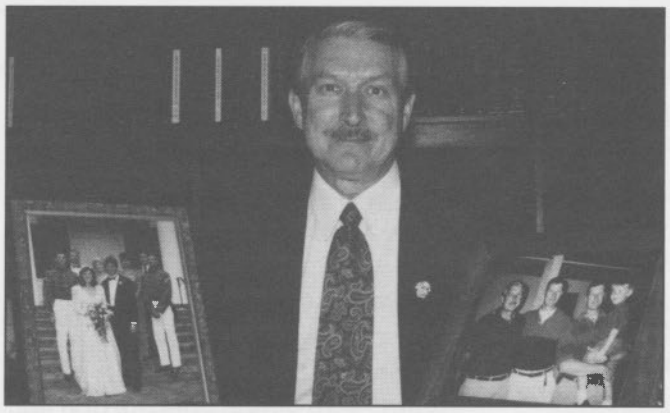
Bids for phase two of the terminal redevelopment project will be taken in the Fall of 1995. This phase will include renovations to the terminal building to include both upper and lower levels.

Other features included in the redevelopment project are a T-shaped concourse, exterior tinted glass walls and classic colonnades; glass pyramid skylights and windows to let in natural light; ticketing areas expanded about 16 feet; check-in, boarding, and waiting areas on the main concourse; a concourse above ground and convenient to most commercial jets; an elevator that will take commuter plane passengers to ground-level flights; two food courts; and additional drop-off lanes for in-coming traffic.

## *Profile:*

# *Rep. Heyward Hutson*

*by Dennis Quick*



In the late 1950s and early '60s, Rep. Heyward Hutson flew "Bird Dogs" and "Beavers" over Europe for the U.S. Army.

Hutson's time as an aviator proved one of the most memorable periods of his 28-year military career.

"I came into the service as a Field Artilleryman," said Hutson, who graduated from West Point in 1958. "At that time aviation wasn't a separate branch. It was an additional qualification, like Airborne and Ranger and Army aviation.

"At that time—and this was back in 1959, when I went to flight school—aviation training for officers was fixed-wing first. After that, you could become helicopter qualified.

"But after I graduated from flight school, my first tour of duty in the Army was in Europe. That's where I did my flying. After that, I returned to my basic branch of the Army and spent the rest of my military career in Field Artillery."

Hutson said he got to know Europe very well from the skies. Also, he enjoyed the aircraft.

"The Bird Dog is a two-seater. The pilot is seated up front and you've got dual controls behind you. So you can either fly an aerial observer or another pilot can fly from the rear."

One factor that made Hutson's tour in Europe especially challenging were the flying conditions he and his fellow pilots often encountered.

"There was a lot of severe weather, particularly winter weather," Hutson said. "And we were required to fly at times without batteries. This meant you really had to be on top of it because you couldn't afford to have any kind of engine failure, which would force you to make an emergency landing. So we had to be very proficient pilots."

Hutson smiled as he recalled the reputation U.S. "flyboys" enjoyed in Europe.

"I think pilots and aviators enjoyed a certain amount of envy and popularity," he said. "They were considered to be something special. Even today I think the Aviators and Rangers and Airborne feel a little bit of elitism. It was a good time, a fun time of my life."

But the tour in Europe wasn't without more nerve-racking moments.

"I had one such experience with another pilot," Hutson said. "I was flying in the back seat; the more experienced pilot was flying in the front seat. We took off from somewhere in Bavaria and we had to fly back to our home base at Baumholder, about 200 miles away. Our home base was a fairly large training area.

"The weather was not good. There was a layer of clouds all across Germany, and it was winter. So we took off, flying above the clouds, and there was this TV tower in Stuttgart. The cloud cover became more and more pronounced; it was a solid cover.

"The aircraft we were flying—the Bird Dog—had very rudimentary instrumentation—not much for instrument flight rules, or IFR, conditions. So things got pretty tense, particularly as we flew over Stuttgart to avoid that TV tower. "When we got back to our home base we didn't have the capability to make an instrument approach. But then we kind of lucked out because there was a hole in the cloud cover, right near the airfield. We put that aircraft into a dive; we kicked in the rudder and put the plane into a spin. We descended rapidly, pulled out under the cloud cover, and landed safely.

"But every pilot has had at least one experience that gets the adrenaline pumping and makes you extremely alert," Hutson chuckled.

Hutson, who served two tours in Vietnam and retired from the military in 1985, said his tour in Europe was an exciting one not only militarily, but personally. He arrived in Germany as a bachelor, but ended up a husband. And it was in Germany that he and his wife had their first of four children, two girls and identical twin boys.

The boys grew up to follow their proud father's footsteps to West Point and into the military.

"My sons are both Airborne and served in the 101st Air Assault Division," Hutson said. "One's a Ranger, the other is a Black Hawk pilot.

Hutson has deep roots in his native state. One of his daughters graduated from Clemson, the other from the University of South Carolina. He is obviously proud of his girls. One is a molecular geneticist, and the other has established a successful advertising magazine with her husband. Hutson's wife is a popular Lowcountry image consultant.

# Reducing Runway Incursions: Can You Relate?

*The following is from the FAA.*

"Ground control called us and said we had crossed an active runway without clearance."

"Being used to landing on runway 15, I saw what I wanted to see...."

"I was preoccupied....I thought we were cleared for takeoff...."

"I never saw that second fuel truck...."

## The Problem

The official definition of a runway incursion is "Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off or intending to take off, landing, or intending to land."

Runway incursions are primarily caused by errors in one or more of the following areas:

- Clearances
- Communications
- Ground navigation
- Positional awareness

## Magnitude of the Problem

Runway incursions are rare events. They occur so infrequently that they are difficult to analyze statistically. While the solution appears relatively straightforward—keep aircraft away from where they are not supposed to be—the problem is compounded by the fact that

- Any aircraft can cause a runway incursion—currently there are approximately 216,000 registered aircraft in the United States.
- Any pilot can cause a runway incursion—currently there are over 675,000 pilots.
- Any tower controller can cause a runway incursion—there are over 8,000 tower controllers.
- Any person on an airport can cause a runway incursion.

## And, Here's More...

**1.** During the flight planning and flight dispatch process, make sure that you have received and understood all NOTAMs, especially those dealing with airport construction and lighting.

**2.** Strive for clear and unambiguous controller-pilot communications. Read back (in full) all clearances involving crossing active runways, holding short, taxi into position and hold, etc. Don't just say "Roger." Use your full company or aircraft name plus your call sign, such as "Trans-Global 123."

**3.** Abide by the sterile cockpit rule from the gate until passing 10,000 feet, and from 10,000 feet until parked at the gate. In case of extended taxi delays follow the rule of thumb that only operational subjects should be discussed while the aircraft is in motion. Keep your thoughts and conversation on the task at hand.

**4.** Develop operational procedures that minimize distractions during ground taxing. Complete as many checklist items as possible before taxiing or when holding short. Have the pilot taxiing clarify his/her intent to hold relative to all critical areas. When one or the other pilot is off frequency, ensure that **both** pilots understand any taxi instructions.

**5.** If you are lost or not sure of your position on the airport, stop and ask ATC for directions. By requesting progressive taxi directions, you alert ATC that you are unfamiliar with the airport and may need special guidance.

**6.** Adhere to takeoff and runway crossing clearances in a timely manner. Inform the controller of delays.

**7.** Whenever possible, while in a run-up area or awaiting a clearance to enter an active runway, position your aircraft so that landing aircraft can be observed.

**8.** Monitor the radio communications of other traffic cleared onto your runway for takeoff or landing. Be especially alert if military aircraft are present and using UHF frequencies.

**9.** After clearing the runway, always stay on the tower controller's frequency until instructed to change frequencies.

**10.** If Simultaneous Operations on Intersecting Runways (SOIR) are in progress at your destination airport, make sure you know the reduced runway distances available and whether your actual landing weight will allow you to accept a SOIR "land and hold short" clearance. Once you accept the clearance, you give up your option to use the entire runway.

**11.** Report deteriorated or confusing airport markings, signs, and lighting to the airport operator, the nearest FAA Airports District Office, or the Aviation Safety Hotline (toll free 1-800-255-1111).

**12.** Report confusing (or erroneous) airport diagrams to airport operators or the local FAA Air Traffic Control Tower Manager.

**13.** Help others see your aircraft during nighttime and periods of reduced visibility. Use exterior taxi and landing lights whenever practical while on the ground. Turn on company logo lights if the aircraft is so equipped. Also, turn on cabin interior lights.

**14.** Remember, safety is a team effort—flight crews, air traffic controllers, ground vehicle operators, maintenance staff, and airport operators—all must contribute to make aviation just as safe as is humanly possible.

# Stress And The Pilot

Pilots come in all sizes, shapes and ages. We come from different family backgrounds, different economic situations and have varying flight experience. No two of us are exactly alike. Yet, we face the same challenges in the air. We take off, fly, and land. Regardless of whether we are flying a homebuilt, a Piper or Beech, a Lear or Gulfstream, or a B767, we must address the same challenges in flight.

Some of us are more psychologically resilient and less susceptible to stress than others. But, each of us faces stress to a degree. Each of us will cope in differing ways. In that ability to cope lies an almost secret key to individual pilot safety and accident prevention.

Understanding stress and its potential impact can be difficult. Recognizing stress is even more difficult because as we mature, we build defense mechanisms in the process of gaining experience. These defense mechanisms alter our ability to admit to ourselves that the pressures of life or specific situations are indeed stressful. Psychologists tell us that our reactions to various forms of stress are also based on the physiological and psychological characteristics with which we are born. What can be stressful at one point in our lives may not be stressful later. The much married person is a lot calmer at his or her sixth marriage than at the first one. The soaring pilot can be a lot more resourceful and less stressed should his engine fail than the pilot who has always depended on that "noise up front."

## *Life-style Stress*

Critical life events create stress that relate to you and your immediate family. Unsettling personal experiences can be stressful. A serious disagreement with your wife or husband or major financial concerns generate stress. The severe illness of a child can create deep concern in a parent. Stress can be generated by failure to succeed at key personal endeavors or by the presence of an extramarital relationship on the part of husband or wife. Already being late, or the rush to get somewhere on time can create stress. Dissatisfaction or concern in the workplace can be carried into the cockpit in the form of stress. Positive events cause stress, too: an upcoming marriage, a new job, a new baby. One study made in 1982 found that of those pilots who had accidents, a significantly higher percentage were experiencing life-style stress at the time of the accident.

## *Flying Stress*

Stress while flying stems from the man-machine interface. How comfortable do you feel flying your airplane? Is this a first flight in a new type and are you well checked out or are you "winging it"? Have you just had a disagreement with the FBO over hangar fees, or with an Air Traffic Controller, or an Automated Flight Service Station or Flight Standards District Office person? Has another aircraft cut you out of the pattern or another pilot been discourteous? Are you angry? If you are flying as an employee in a Federal Air Regulation Part 135 or 121 flight operation, are you disgruntled because of your boss or a fellow employee? Are you making a flight you didn't want to make? An instrument approach to minimums or lengthy ATC delay can create stress for some. Flight stress can come from lack of ability to cope with or control our flying environment. A Near Mid Air Collision (NMAC) can provide enough stress to warp our decisions for a whole day.

Accidents are caused by lack of stress, as well. You have seen the sign "Complacency Kills." A certain amount of stress is healthy and helps sharpen our focus on the task at hand.

## *Magnitude of Stress*

Clearly stress can come from many things. Also, we can accumulate increasing amounts of stress. How much, then, is too much? How much is too little? There is no definitive answer to this. But we can identify the kinds of things that are stress-related and provide arbitrary relative values derived from opinions of experienced pilots. By identifying our own stress-related life events, we can then recognize how those events could be stressful to us. By adding the values assigned, you can begin to find a stress range for yourself. With some subjective reasoning, you should be able to decide if stress is a large enough factor in your flying life to warrant accommodation on your part. At a minimum, being aware that there can be stress in others helps us see it in ourselves.

Stress for one is not necessarily stress for another, as pointed out earlier. A pilot who feels compelled to be on time for an appointment, or to make the return flight to his or her airport, can be trained that the flight should be delayed or cancelled. The mature pilot knows that the need to keep an appointment does not merit the risk of killing oneself. Also, stress can be subjugated through experience and knowledge. As your piloting skills increase, you achieve flight over increasingly difficult conditions.

*From the Aircraft Owners and Pilots Association.*

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## *Inside Palmetto Aviation:*



## *AOPA Updates Its Flying Club Guide*

AOPA has announced that its publication, A Pilot's Guide To Organizing And Operating A Flying Club, has been updated. The update was partly the result of a NTSB safety recommendation concerning flying clubs and accidents. Copies of the publication are available for $5.00 from AOPA. For more information call AOPA at (301)-695-2000.

## *Traffic Increases At Columbia Metro*

Statistics recently completed for 1994 show a 20.97 percent increase in passenger traffic at the Columbia Metropolitan Airport over 1993. A total of 1,169,941 people travelled on airlines serving Columbia this past year, as opposed to 988,127 in 1993.